

had joined him. On the 19th inst. we received intelligence of a proclamation at El Paso, an important place in the interior.

The Government authorities here appear much alarmed. They have made numerous arrests and committed many cruelties. They are studiously spreading reports unfavorable to the revolution, such as that Garcia had received a check in his pocket.

The truth is, however, that the Government is much alarmed, and no letters are allowed to pass to or from the interior of Cuba, a fact which of itself proves the state of the revolted provinces, and the fears of the Government.

MARINE AFFAIRS.

To the Editor of The N. Y. Tribune.

SIR: By examining your account published in yesterday's edition of the accident occurring to the steamer Hero, while performing her passage up the river on Sunday evening, I have observed many errors in the report. The Hero left this City at 6 P. M. on Sunday last, and when opposite Verplank's Point, about forty miles up the Hudson River, broke her starboard water-wheel, and

There was no alarm or excitement at the time. The lights were not extinguished, and the passengers on the deck were not aware of the accident until they were notified by my officers, and instead of Gen. Cass, who was a passenger on board, being very active and efficient in restoring order, he remained perfectly tranquil in a large rocking chair provided for his accommodation when he came on board. The accident did not occur near the place where the Henry Clay was lost, but nearly opposite where the faithful collision occurred on the Hudson River Railroad between the freight and passenger trains, when many of our best citizens were crippled for life.

The accident was of a trifling nature, such as frequently occurs to our best boats. The Hero could, as the steamer Troy has often done, have performed her trip with one wheel, but desiring to give entire satisfaction to my passengers, I returned in time for them to take the 6 A. M. train to Albany on Monday, and on Sunday night I returned to New York on the regular train to Albany last evening at 11 A. M.

New York, August 8, 1854. J. W. HANCOCK, Master and Owner.

THE ERICSSONS.

The Ericssons went down the bay yesterday morning on a trial trip, with one engine only. The other will be ready for use in about a week. We understand (says The Commercial Advertiser) that steam has been substituted for hot air; but the steam is generated and applied on a principle much more economic than that now in use.

CALIFORNIA STEAMERS.

It is stated that Commodore Vanderbilt has bought out the interest of Mr. Mills in the Pacific line of ships. The United States and the Yankee Blade are now added to the Independent line, to run between San Francisco and Panama, in connection with the North Star on this side of the continent.

THE SHIP ROME ARRIVED AT THIS PORT YESTERDAY FORENOON, in a passage of forty-one days from Anwerp, with 321 emigrants, Capt. Gross, reports that on the 17th of July, in Lat. 40° 50' N. and 42° 30' W. he saw two very large icebergs. The Rome had two deaths and one birth on the voyage. She experienced a continuation of westerly winds and foggy weather, and was 17 days to the westward of the Banks.

The ship Robert Kelley, arrived from Liverpool yesterday, had 2 deaths at sea among her emigrant passengers.

WRECK AT SEA.

Capt. Korff, of the brig Paula Vetschow, who arrived at this port yesterday from Newcastle, England, reports that on the 19th of June, in Lat. 54° 29' N. and 18° 29' W. he fell in with the wreck of a British brig. She was painted black, with a white streak. She had a yellow house on deck, and the hull was full of water. She had been abandoned by her officers and crew.

THE CLIPPER FLEET OF 1854.

Annexed is a statement of the number of vessels which have arrived at San Francisco since January 1, from eastern domestic ports—their tonnage, average length of passage, etc.:

FROM NEW-YORK—Vessels, 10; tonnage, 15,377. Average length of passage, 153 days. From Boston—Vessels, 1; tonnage, 6,215. Average length of passage, 163 days.

From New York—Vessels, 9; tonnage, 8,215. Average length of passage, 161 days. From Boston—Vessels, 1; tonnage, 9,005. Average length of passage, 141 days.

From New York—Vessels, 3; tonnage, 5,360. Average length of passage, 150 days. From Boston—Vessels, 1; tonnage, 4,532. Average length of passage, 161 days.

From New York—Vessels, 1; tonnage, 1,239. Average length of passage, 151 days. From Boston—Vessels, 1; tonnage, 11,379. Average length of passage, 151 days.

From New York—Vessels, 1; tonnage, 7,314. Average length of passage, 154 days. From Boston—Vessels, 1; tonnage, 4,477. Average length of passage, 155 days.

From New York—Vessels, 1; tonnage, 354. Average length of passage, 202 days. From Boston—Vessels, 1; tonnage, 11,725. Average length of passage, 151 days.

From New York—Vessels, 1; tonnage, 6,343. Average length of passage, 151 days. From Boston—Vessels, 1; tonnage, 1,892. Average length of passage, 123 days.

From New York—Vessels, 1; tonnage, 47. Average length of passage, 173 days. From Boston—Vessels, 1; tonnage, 11,722. Average length of passage, 151 days.

From New York—Vessels, 1; tonnage, 1,001. Average length of passage, 151 days. From Boston—Vessels, 1; tonnage, 678. Average length of passage, 123 days.

From New York—Vessels, 1; tonnage, 7,877. Average length of passage, 151 days. From Boston—Vessels, 1; tonnage, 1,892. Average length of passage, 123 days.

MARINE ITEMS PER ARRIVAL.

MADRAS, June 20.—The Good Success, Thomas, arrived at Bombay, reports having seen, 25th May, on the Black Rocks, to the north-west of the Great Barrier Reef, a wreck with only bowsprit, jib and flying jibbooms standing. Also, same day, a ship, supposed American, of about 100 tons, with painted bows, large white crescent on her stern, and very white sails, apparently abandoned, ashore on the great detached Barrier.

MANILA, May 16.—The Sarah Moers, (American bark) Woodbury, from Sidney, N. S. W., to San Francisco, struck upon the rocks east of the Caroline Islands 21 Dec., and was wrecked. Master and 11 of the crew have arrived here.

SINGAPORE, June 13.—The Zingari (American bark), from Batavia to Singapore, is reported to have been lost on the Brouwer's Shoal; captain, crew and passengers saved.

HER MAJESTY'S NEW YACHT WINDSOR CASTLE.—The workmen have resumed their labors upon the construction of the Queen's new steam yacht, the Windsor Castle, now building at Pembroke. She is fully half advanced, and, had not the great demand for small vessels taken off the mechanics, she would have been nearly completed. She will now be fitted for paddle-wheel propulsion, the report of the commission being in its favor, in preference to the screw. Her engines are to be supplied by the firm of Penn & Co., and they are to be upon their reculating principle, revolving from 30 to 35 revolutions, and this, it is calculated, will give a speed of 15 knots, or 17 to 18 statute miles per hour. The diameter of the wheels will be 30 feet, and the cylinder 8 inches, with a piston stroke of six feet. The nominal horse power will be 600. Her estimated dimensions are nearly 250, and the following are the principal dimensions upon which she is built: Length over all, 315 feet; ditto of keel, 300 feet; breadth of beam, 40 feet; depth of hold, 32 feet.

THIS MAIL TO HERMUDA.—The packet communication between Halifax, Nova Scotia and Bermuda, which has hitherto been maintained once a fortnight in the summer, and once a month in the winter season, will in future take place only once a month throughout the year. Mails for Bermuda will continue to be forwarded to Halifax once a fortnight, as heretofore, by the British mail packets leaving Liverpool for Halifax and Boston; but the branch packet for Bermuda will only be dispatched from Halifax on the arrival at that port of each alternate packet from Liverpool, commencing on the 22d instant.

[By Telegraph.]

DEATH OF CAPT. HALL. SAVANNAH, Aug. 6, 1854. Capt. Hall, of the ship Horatio, belonging to Brunswick, Maine, now lying at New Orleans, is dead.

DEATH OF A PRISONER.

Wm. Morgan, the Purser of the ship Lady Franklin, of New-York, died short of pneumonia a few days since. Her Captain died a short time previous.

THE GREENSBORO A MYSTERY.

NEW-ORLEANS, Wednesday, Aug. 3, 1854. The Greensboro of this date states that the clipper bark Grapes, which has been lying for some months past at the mouth of the Mississippi, with a large quantity of freestone on board, cleared in a very mysterious manner on Tuesday, the 1st inst. The Spanish Consul at New-Orleans, on being informed of the fact, became quite alarmed, and immediately chartered and dispatched a schooner for Havana, informing the authorities concerning the matter. It is surmised by some that the recent arrival of the Greensboro at New-York was the result of the

had something to do with the mysterious departure of the vessel.

ON SATURDAY NIGHT, during a dense fog off Cranberry Isle, the steamer Governor from Portland for St. John, N. B., ran down the schooner Lady Arabella of Serry, Me., sinking her immediately. Two seamen went down in the schooner, but the remainder on board, including one lady passenger, were saved. The Governor sustained considerable damage, and put into Cranberry Isle for repairs.

PROGRESS OF THE CHOLERA.

NEW-YORK CITY. REPORT OF THE REV. DR. HENRY D. HARRIS, D.D., of the Board of Health.

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Free Soil party, and I can give my authority. I believe, Sir, you are a full blooded Free Soiler.

Herman—I deny it, Sir. Who is your authority? (Geographical.)

Geiger—Huntingdon of Willow Springs, is my authority, and I consider that a good one. (Merrill continues.)

Geiger—I most positively deny that I am a Free Soiler, and take this occasion to brand your assertion as a falsehood.

Herman—That question rests between you and my authority, although I believe my authority is correct; but were you not opposed to the election of Broderick to the United States Senate when the question was first agitated?

Geiger—Yes, your opinion was changed by the consideration of a "weighty measure,"—changed in the short space of twenty-four hours—changed by some house party or legislature, nobody knows what, but it is said that "money is powerful and will prevail." (Transcendental applause and confusion.)

We give. Editor of The San Francisco Commercial Advertiser. (Broderick) is a pretty fair specimen of the brag and bluff game which is now being played by the shrewd, able and not over-scrupulous Tammany leaders.

The Custom-House is filled with notices of meetings held in several of the counties, for the purpose of appointing suitable delegates to the State Convention. The notices have got on, outside of Albany, Placer, Sierra, and El Dorado, and desire to feel their agents on the part of the representatives of the Democracy of those counties. It is the best sign of the expiring chaos. In the agency of circulation it writes and prints, and forms at the mouth, the regular delegates to the State Convention.

The intentions of the rebel over Placer, Sierra and El Dorado are intense. Their efforts, like those of John, are more than they can bear. They are bitter in their feelings, and like the rebel weeping for their children, will not be comforted because they are not. The "daughter of the inhuman" has raised a wall that resembles through the land, and the child of the weeping mother. Custom-House is filled with notices of meetings held in several of the counties, for the purpose of appointing suitable delegates to the State Convention. The notices have got on, outside of Albany, Placer, Sierra, and El Dorado, and desire to feel their agents on the part of the representatives of the Democracy of those counties. It is the best sign of the expiring chaos. In the agency of circulation it writes and prints, and forms at the mouth, the regular delegates to the State Convention.

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